

DOT-TRANSIT (5600) BUDGET

DEPT: DOT-Transit

UNIT NO. 5600
FUND: Enterprise - 0083

Budget Summary

Category	2015 Budget	2015 Actual	2016 Budget	2017 Budget	2017/2016 Variance
Expenditures					
Personnel Costs	\$0	\$0	\$0	\$0	\$0
Operation Costs	\$160,182,288	\$145,011,202	\$157,676,195	\$153,857,157	(\$3,819,038)
Debt & Depreciation	\$2,437,503	\$2,211,563	\$2,391,532	\$3,187,051	\$795,519
Capital Outlay	\$320,000	\$337,002	\$185,000	\$150,000	(\$35,000)
Interdept. Charges	\$2,434,954	\$2,224,498	\$2,847,642	\$3,307,915	\$460,273
Total Expenditures	\$165,374,745	\$149,784,266	\$163,100,369	\$160,502,123	(\$2,598,246)
Revenues					
Direct Revenue	\$49,534,651	\$43,045,780	\$45,803,159	\$52,311,588	\$6,508,429
Intergov Revenue	\$95,821,935	\$87,850,512	\$94,830,580	\$94,220,023	(\$610,557)
Indirect Revenue	\$0	\$0	\$0	\$9,000	\$9,000
Total Revenues	\$145,356,586	\$130,896,292	\$140,633,739	\$146,540,611	\$5,906,872
Tax Levy	\$20,018,159	\$18,887,973	\$22,466,630	\$13,961,512	(\$8,505,118)
Personnel *					
Full-Time Pos. (FTE)	0	0	0	0	0
Seas/Hourly/Pool Pos.	0	0	0	0	0
Overtime \$	\$0	\$0	\$0	\$0	\$0

* The Personnel table above represents Milwaukee County employees. Transit staff are employees of Milwaukee Transport Services (MTS), Inc., a quasi-governmental instrumentality of Milwaukee County and therefore not reflected.

Department Mission: The Milwaukee County Transit System (MCTS) exists to provide reliable, convenient and safe public transportation services that efficiently and effectively meet the varied travel needs of the community and contribute to its quality of life.

Department Description: The Director's Office of the Milwaukee County Department of Transportation (MCDOT) provides County oversight of MCTS as well as conducts various transit related studies and prepares and administers Federal and State transit grants. Division personnel also facilitate the acquisition of capital equipment and provide the Architecture & Engineering Division (A&E) of the Department of Administration Services (DAS) with capital improvement recommendations for MCTS facilities.

Milwaukee Transport Services, Inc. (MTS), as a quasi-governmental instrumentality of Milwaukee County, manages and operates the Milwaukee County Transit System, including paratransit services. MTS uses transit facilities and equipment owned and provided by Milwaukee County.

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Strategic Program Area 1: Paratransit

Strategic Outcome: Mandated

Strategic Outcome: Quality of Life

What We Do: Activity Data			
Activity	2015 Actual	2016 Budget	2017 Budget
Van Trips per Hour	1.93	1.93	1.93
Van Ridership	421,924	444,189	424,033
Agency Ridership	20,954	24,100	21,000
Taxi Ridership	80,528	82,915	82,944
Total Ridership	523,406	551,204	527,977

How We Do It: Program Budget Summary					
Category	2015 Budget	2015 Actual	2016 Budget	2017 Budget	2017/2016 Var
Expenditures	\$17,073,810	\$15,675,884	\$16,272,746	\$16,274,032	\$1,286
Revenues	\$15,964,264	\$14,682,089	\$14,834,608	\$14,719,655	(\$114,953)
Tax Levy	\$1,109,546	\$993,795	\$1,438,138	\$1,554,377	\$116,239
FTE Positions	0	0	0	0	0

How Well We Do It: Performance Measures			
Performance Measure	2015 Actual	2016 Budget	2017 Budget
Purchased Cost per Ride			
Van	\$27.82	\$27.11	\$28.21
Agency	\$9.89	\$10.21	\$10.40
Taxi	\$12.59	\$12.25	\$12.25
Total Cost per Ride	\$29.95	\$29.52	\$30.79

Strategic Implementation:

Paratransit operations include the provision of demand responsive transportation and orientation to transportation services. These services provide a complement to the fixed-route services of MCTS and are available to those who are Americans with Disabilities Act (ADA) Paratransit eligible.

Mobility management and travel training activities have helped paratransit eligible passengers overcome barriers to using fixed route transit services, which reduces demand for paratransit services. MCTS will continue to coordinate with the Office for Persons with Disabilities and other County agencies to continue to provide free rides on the fixed route system for paratransit eligible persons with disabilities through the New Freedom Initiative. Paratransit will also continue to maintain Milwaukee County border-to-border service.

The paratransit cash fare remains \$3.50 per one-way trip and the trip subsidy paid by Managed Care Organizations (MCO's) will remain \$16.55 (\$20.05 including the \$3.50 per one-way trip fare). Ridership is projected to decline about 4 percent overall. Increases in purchased cost per ride of about 4 percent are consistent with purchased transportation services contracts for van, agency and taxicab rides. Expenditures and revenues remain flat. A small increase in expenditures is offset by increases in fixed route revenue.

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Strategic Program Area 2: Fixed Route

Strategic Provision: Mandated

Strategic Outcome: Quality of Life

What We Do: Activity			
Activity	2015 Actual	2016 Budget	2017 Budget
Buses in Fleet	412	412	405
Buses Operated in Peak Hour	343	354	337
Annual Bus Miles	18,437,783	18,490,524	18,483,529
Annual Miles per Bus	44,752	44,880	45,638
Annual Bus Hours	1,396,012	1,425,615	1,398,929
Total Passengers	34,473,760	36,460,000	33,065,000
Passenger Revenue	\$34,892,296	\$37,551,647	\$33,289,363
Revenue per Passenger	\$1.01	\$1.03	\$1.01

How We Do It: Program Budget Summary					
Category	2015 Budget	2015 Actual	2016 Budget	2017 Budget	2017/2016 Var
Expenditures	\$148,300,935	\$134,108,381	\$146,827,623	\$144,228,091	(\$2,599,532)
Revenues	\$129,392,322	\$116,214,204	\$125,799,131	\$131,820,956	\$6,021,825
Tax Levy	\$18,908,613	\$17,894,177	\$21,028,492	\$12,407,135	(\$8,621,357)
FTE Positions	0	0	0	0	0

How Well We Do It: Performance Measures			
Performance Measure	2015 Actual	2016 Budget	2017 Budget
Farebox Recovery Ratio	27.30%	26.93%	24.47%
Passengers per Bus Hour	24.7	25.6	23.6
MTS Cost per Bus Hour	\$91.56	\$97.83	\$97.25
MTS Cost per Mile	\$6.93	\$7.54	\$7.36
MTS Cost per Passenger	\$3.71	\$3.83	\$4.11

Strategic Implementation:

Metro Express routes (Gold and Purple) will continue to be partly funded with Congestion Mitigation and Air Quality (CMAQ) revenues. There is currently only one year of CMAQ funding available to cover two years of operations costs. CMAQ funding in 2017 decreases \$1.7 million from \$5.7 million to \$4.0 million. Reducing CMAQ revenue leaves an estimated reserve funding of \$2.4 million for 2018 with the goal of continuing these routes. Milwaukee County has been awarded additional CMAQ funds of \$4.8 million to cover 2019 and 2020.

Routes 6 and 61 continue to be fully funded with Zoo Interchange litigation funds.

Fixed-route services will change minimally from the current year. A reduction in bus hours of 1.9 percent reflects changes in Downtown Milwaukee resulting from the sale of the Downtown Transit Center, as well as removal of select school specific bus services in instances where the underlying fixed route transit buses have available capacity.

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Expenditures decrease by approximately \$2.6 million. Increases in wage and benefit costs are primarily offset by favorable fuel pricing. Fuel is budgeted at \$1.58 per gallon compared to \$2.70 per gallon in 2016 due to the use of fuel price hedging through futures contracts. Expenditures for fuel decrease \$5.2 million from \$11.7 million to \$6.5 million. Future year increases in the cost for fuel could significantly impact future budgets.

Fare increases are proposed for premium fares used to pay for Freeway Flyers and several forms of adult fare passes to counter negative annual passenger revenue trends. See amended fare table on pg. 7.

As of April 2015, GO Pass provided unlimited free rides for all Milwaukee County residents over 65 or with a disability (as defined by the FTA). To provide for the ongoing stability of the GO Pass program, two changes will be implemented. First, GO Pass applicants will have to meet federally established definitions of low-income. Second, a modest fee per ride will be assessed to GO Pass recipients.

The following summarizes the 2017 changes for GO Pass eligibility.

GO Pass recipients must be a Milwaukee County resident and meet one of the following conditions:

1. Must be over the age of 65 and currently receiving Medicaid or FoodShare benefits; or
2. For residents under 65:
 - a. Must be receiving Social Security income through SSI or SSDI, or have a Veterans Disability designation; and
 - b. Must receive Medicaid benefits including traditional Medicaid, EBD Medicaid, long-term care through Medicaid, or participate in a Medicare Savings program.

For eligible GO Pass applicants, a fee of \$5.00 will be charged to issue the pass, which is to be renewed every three years. In addition, GO Pass holders will pay a \$1.00 day-pass fare. Individuals who are not yet receiving benefits included in the eligibility criteria, but are receiving assistance from the IDAP program will be granted a GO Pass on a provisional basis while their applications are processed.

Milwaukee County residents who are over 65 or have an eligible disability but do not meet the above criteria are eligible for half-fare on MCTS buses. The table below lists the transportation benefits available to Milwaukee County elderly and disabled citizens.

Options for Elderly and Disabled						
MILWAUKEE COUNTY TRANSIT						
Elderly				Disabled		
SSI Medicaid AND/OR FoodShare	GO Pass	\$1 per Day Pass *	Medicaid AND SSI or SSDI	GO Pass	\$1 per Day Pass*	
			A person with a disability who cannot independently board, ride or get off a bus.	Transit Plus	\$3.50 per One-Way Trip	
			A person whose disability- related condition or environmental barrier makes it impossible to independently travel to or from a fixed route bus stop.	AND New Freedom Pass	Free	
AGE 65 +	Reduced Rates	Half Fare	A disability as determined by the Federal Transit Administration	Reduced Rates	Half Fare	
* There is a \$5 fee for issuing a GO PASS				* There is a \$5 fee for issuing a GO PASS		

The changes included in the 2017 Budget allow for MCTS to continue the GO Pass with the hopes of serving the neediest populations in Milwaukee County while continuing to maintain the financial sustainability of the overall transportation system that is depended on by thousands of Milwaukee County residents as a primary source of transportation. Modifications to the GO Pass program will allow MCTS to recapture an estimated \$1.1 million in passenger revenues when fully implemented.

Administration of the eligibility screening process will be done by the Aging Resource Center and the Disability Resource Center. A workgroup including representatives from MCTS, DOT, DHHS, the Department of Aging, the DAS, the County Board, GoPass users, and representatives of advocacy groups for persons with disabilities and seniors, will be convened when the 2017 Budget is adopted to finalize a plan to implement the changes in eligibility requirements while minimizing impacts on GO Pass holders. All recommended implementation plans shall be submitted to the County Board of Supervisors for review and approval.

While these changes will likely reduce the financial impacts of the GO Pass program, the program will continue to be closely monitored to ensure the long-term financial sustainability of the system.

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Transit capital infrastructure challenges continue. Currently about 25 percent of buses are at the end of their useful life. Federal funds were historically available to fund as much as 83 percent of the cost of a bus compared to 16 percent that was available in 2016. This results in a 33 percent increase in debt and depreciation expense in the 2017 operating budget.

The 2017 adopted budget includes revenue allocated from a \$30.00 county Vehicle Registration Fee (VRF). VRF funding for the Transit operating budget is estimated at \$11,497,964 and will be used to offset negative trends in revenue from the State and Federal government as well as the GO Pass program. VRF funding will also contribute to the capital budget to help fund transit and transportation infrastructure projects, please see the introduction for more details.

Regarding the VRF, the County will convene a public/private taskforce in order to evaluate options for mitigating the impact of the VRF on low income households. The taskforce shall provide reports to the County Board on its recommendations. The County will also request that the State of Wisconsin provide the County with the flexibility to assess the VRF based on the value or age of the vehicle instead of as flat fee which is currently mandated. Any proposed statutory changes affecting local governments' ability to exercise a VRF shall be reported to the County Board by the Director of the Department of Transportation to ensure that policymakers are aware and have the opportunity to direct lobbying efforts related to the VRF.

Milwaukee County opposes the Milwaukee Streetcar project. The County will not contribute financially to the project's development or operation, and the Milwaukee County Transit System will not assist in the management of the streetcar until a County-wide referendum decides the matter.

Finally, the MCTS budget includes anticipated revenue contracts that will exceed \$300,000, and in accordance with Wisconsin Statute 59.52(31), require approval from the County Board. The following revenue grant contracts shall be submitted to the County Board of Supervisors for review and approval.

- State Urban Mass Transit Operating Assistance Contract (Section 85.20)
- State Urban Mass Transit Paratransit Assistance Contract (Section 85.205)
- State Specialized Transportation Assistance Program for Counties (Section 85.21)
- State Traffic Mitigation Contract – Zoo Interchange Project
- Federal Urbanized Area Formula (Section 5307)
- Federal Bus and Bus Facilities Formula (Section 5339)

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FARE NAME	CURRENT FARE	PROPOSED FARE	COMMENT
Cash Fares			
Adult	\$2.25	\$2.25	No change
Premium	\$3.25	\$3.50	\$0.25 increase. Allows \$7.00 Summerfest cash fare
Concession (Half-Fare)	\$1.10	\$1.10	No change
Advance Purchase Fares			
Adult Tickets	\$1.75	\$1.75	No change
Premium Tickets	\$2.35	\$2.50	15 cent increase
Concession (Half-Fare) Tickets	\$1.10	\$1.10	No change
Pass Fares			
1-Day Adult Pass	\$4.00	\$4.00	No change; purchased at ready fare outlet
1-Day Adult Pass	\$5.00	\$5.00	No change; loaded on existing smartcard at
1-Day Premium Pass	\$6.00	\$6.00	No change; purchased at ready fare outlet
1-Day Concession Pass	\$2.00	\$2.00	No change; purchased at ready fare outlet
1-Day Concession Pass	\$3.00	\$3.00	No change; loaded on existing smartcard at farebox
3-Day Adult Pass	\$12.00	\$12.00	No change
3-Day Premium Pass	\$18.00	\$18.00	No change
3-Day Concession Pass	\$6.00	\$6.00	No change
3-Day Concession Premium Pass	\$9.00	\$9.00	No change
7-Day Adult Pass	\$17.50	\$19.50	\$2 increase
7-Day Premium Pass	\$24.00	\$27.00	\$3 increase
7-Day Concession Pass	\$11.00	\$11.00	No change
31-Day Adult Pass	\$64.00	\$72.00	\$8 increase
31-Day Premium Pass	\$85.00	\$96.00	\$11 increase
31-Day Concession Pass	\$32.00	\$32.00	No change
Other Special Fares			
Student Pass	\$16.50	\$16.50	Valid weekdays, only for schools; No change
U-PASS	\$45.00	\$45.00	Per semester; No change
Commuter Value Pass	\$201.00	\$220.00	Per quarter; \$19 increase
New Freedom Pass	Free	Free	Free to eligible paratransit clients; No change
Transfer	Free	Free	Encoded on passenger's smartcard; No change
M-Card Lite: One 90 minute pass	\$2.00	\$2.00	For social service agencies/non-profits; No change
M-Card Lite: Two 90 min. passes	\$4.00	\$4.00	For social service agencies/non-profits; No change
Paratransit Fare	\$3.50	\$3.50	Per one-way trip; No change
GO Pass	\$0.00	\$5.00 + \$1.00/day	See narrative for more details